BRITISH COLUMBIA
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BC Stats

Infoline

Contact: bcstats.infoline@gov.bc.ca Issue: 10-08 February 26th, 2010

- **Private and public sector investment expected to increase 4.8% in 2010**
- **Housing starts climb 19.6% in January**
- **BC life expectancy highest in the country**

Private & Public Investment

- **Private and public sector investment in British Columbia is expected to increase 4.8% this year as private sector spending picks up (+4.9%) after plunging 19.1% in 2009.** Mining and other primary industries, which account for nearly a fifth of total investment spending, are expected to boost their spending on new structures and equipment by 19.7% However, investment growth in other private sector industries is likely to be more subdued. Public sector investment is predicted to climb 4.8%, building on a 3.7% increase in 2009.

  Total investment in construction (*both residential and non-residential*) projects is forecast to increase 7.0%, largely due to a planned 11.5% jump in public sector spending. Construction spending in the private sector is also expected to rise as investment in housing (+4.9%) and other (+8.3%) projects recovers.

  It is anticipated that investment in new machinery and equipment will drop 1.3%, with hefty declines in public sector (-15.7%) spending outweighing moderate growth in the private sector (+3.4%).

  Nationally, public & private sector investment is expected to rise 4.4%, with Newfoundland & Labrador (+23.0%) well ahead of the other provinces in terms of investment growth. Among the other provinces, Ontario (+6.0%) will see the second-strongest increase. Manitoba (-1.1%) is the only province where investment is expected to decline.

  (*Note: these estimates are based on survey data collected between October and January, so they do not include any recently announced public sector infrastructure projects.*) *Data Source: Statistics Canada*

The Economy

- **Housing starts in the province continued to climb in January, jumping 19.6% (*seasonally adjusted*) on the heels of another double-digit increase at the end of last year (+12.7% in December).** Canadian starts were up 5.8%, reflecting strength in three of the largest provinces. However, starts were off in other parts of the country, most notably in Alberta (-13.6%) and PEI (-30.0%). *Data Source: CMHC*

- **Total sales in BC food services and drinking places inched up 0.7% (*seasonally adjusted*) in December, due to increases in receipts at both food service establishments (+1.6%) and drinking places (+0.2%).**

  Nationally, the industry also posted a rise (+1.0%) in business. Full-service restaurants, the largest of the industry's sectors, registered a 1.4% increase and revenues were also higher at drinking places (+2.4%). Seven provinces saw sales increase in December.

  Data Source: Statistics Canada & BC Stats

2009 in Review

- **Total sales at BC's food services and drinking places increased 2.7% in 2009.** Revenues at drinking places (+2.1%) continued to recover from a slump earlier in the decade, while food service receipts (+2.8%) were also stronger. Canadian sales were 3.0% higher than in the previous year. *Data Source: Statistics Canada*

Life Expectancy and Mortality

- **In 2007 (measured over a three-year period between 2005 and 2007), BC residents boasted**

Report Demand for American Overnight Travel in B.C.

Did you know...

Nearly a third (31%) of BC small business owners polled last month plan on expanding their businesses over the next six months. *Source: Ipsos Canada*

a life expectancy of 81.2 years, the highest in the country. At 83.5 years, life expectancy for women in the province remained slightly higher than that of men (78.9), though the gap has narrowed in recent years. Ontario (81.0) and Quebec (80.7) were the only other provinces with life expectancy rates equal to, or higher than the national average (80.7). Between 1997 and 2007, life expectancy at birth in Canada increased by 2.3 years.

There were 31,308 deaths in BC in 2007, up slightly from 2006 (+2.0% from 30,688). The crude mortality rate in the province (the number of deaths per 1,000 population) was 7.3, slightly higher than the Canadian average (7.1). Male Canadians (7.3) had a slightly higher mortality rate than females (7.0). Alberta (5.8) was the only province with overall mortality rates comparatively lower than in other provinces and below the national average (7.1). The highest rate was recorded in Saskatchewan (9.1).

At 4.0 in 2007, BC recorded one of the lowest infant mortality rates (deaths per 1,000 children under the age of 1 year) in the country, more than a full decimal point below the rate for Canada as a whole (5.1). Nova Scotia (3.3) had the lowest infant mortality rate in the country, while Manitoba (7.3) had the highest.

Data Source: SC Cat. # 84F0211XWE

Film, television & video post-production

- **Profit margins in British Columbia's film, television & video post-production industry rebounded to 3.5% in 2008, after slipping into negative territory (-2.2%) in 2007.** While the industry registered a decline in operating revenues (-3.1%), this was offset by falling operating expenses (-8.5%). Nationally, the industry posted lower profit margins (+3.4%, down from +8.4% in 2007) as a result of a sharp drop in operating revenue in Quebec (-15.8%).

Data Source: Statistics Canada

Adult Education

- **Over a third (36%) of working British Columbians between the ages of 25 and 64 participated in job-related adult education or training in 2008, up slightly from 34% in 2002.** BC's rate was on par with the national average (36%), which saw a 30% boost over 2002. Provincially, rates were highest in Alberta and Saskatchewan (each 43% in 2008).

Historically, the tendency has been for younger Canadian workers to have higher participation rates in job-related education or training. However, work-related education and training is becoming more prevalent among middle-aged Canadians, such that rates are now somewhat similar to those of their younger counterparts. In 2008, participation rates were highest among those aged 25 to 34 (43%), followed closely by 35 to 44 year-olds (42%). Among 45 to 64 year-olds, the rate was 29%. Males and females saw similar increases in their rates of participation in job-related education or training between 2002 and 2008, with both rising from 30% to 36% over the period.

Data Source: SC Cat. # 81-004-XIE

Apprenticeship Programs

- **Registration for apprenticeship programs in Canada has nearly doubled over the past 15 years, surging 85.8% between 1991 and 2007.** The largest gains were made in the food and service trades, which saw registrations nearly triple (+190.6%). Higher than average growth was also recorded in the number of registrations for the metal fabrication trades (+91.8%). Motor vehicle & heavy equipment (+78.0%), building construction (+70.9%), electrical & electronics (+61.8%) and industrial & mechanical (+51.1%) trades recorded strong, but comparatively moderate increases over the same period.

Completions of apprenticeship programs were also on the rise in Canada, surging ahead 24.2% from 1991 to 2007. The greatest increase in the number of completions was also in the food & service trade (+37.1%).

Data Source: SC Cat. # 81-004-XIE

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For data originating from Statistics Canada, data sourced to 'Statistics Canada' has been retrieved from CANSIM, the agency's electronic database; otherwise the source is identified as 'SC' plus the catalogue number.

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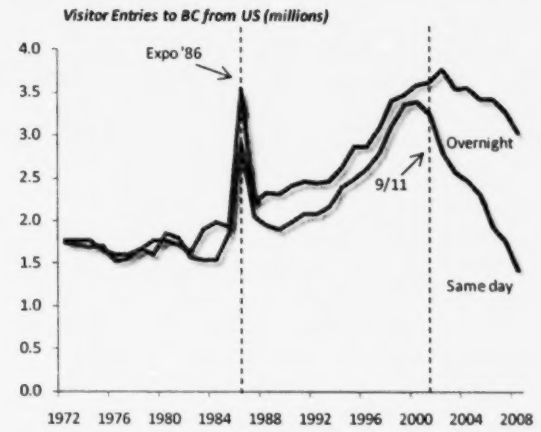
Demand for American Overnight Travel in B.C.

The special focus of August 2009 *(Demand for American same-day travel in BC)* analysed the demand for same-day travel to BC by US residents in the context of a model that was able to exploit a statistically significant long-term relationship.

This article analyses the demand for overnight travel by US residents. For the benefit of those that may have missed the earlier article and for the sake of completeness, the discussion provided here overlaps considerably with the previous one in order to keep it as self-contained as possible. Also, since this is a continuation of work presented before, the methods used in the analysis are largely unchanged.

Since 2000, the number of American entries has declined rapidly



Data Source: Statistics Canada & BC Stats

Introduction

Travel from the US to BC is an important source of tourism dollars for the province. However, between 2000 and 2008, the number of US residents entering Canada through BC has shrunk by more than one-third (-36.1%) from a peak of just over 7.0 million entries to less than 4.5 million entries.

Dividing up the number of American visitors into same-day and overnight travelers, it is clear that the number of same-day visits has fallen the most dramatically (-57.7%). However, the slide in the number of overnight travellers (-15.3%), while not as sharp, is no less important. This is especially true for those that work closely with or in tourism-related industries, whose success depends in no small part on the volume of travellers coming to BC from the US.

It is clear that the behaviour of overnight visitor entries appears to have changed over the past three decades, which begs answers to a number of questions. What are the factors that explain the ups and downs seen in overnight travel over the past few decades? Is it possible to measure their effects? Is there a constant and reliable relationship between these factors, or is it unstable? The aim of the analysis presented here is to attempt to answer these very pertinent questions.

In order to address these questions, a simple demand model for overnight travel by US residents was constructed. The model expresses the demand for overnight travel as a function of income, an aggregate price for transportation and an aggregate relative price for travel between the US and BC. Regression analysis was used to estimate the effect that each variable has on US demand for overnight travel. What follows is a brief overview of each of the variables used in the model, the intuition regarding its inclusion in the model and, finally, the estimated effect of the variable.

Demand for overnight travel

At the outset, it is important to define "demand for overnight travel." Strictly speaking, demand for anything, from cars to cat food and from hamburgers to haircuts, is simply the desire to consume a good or a service and a willingness to pay for it. Overnight travel is really no different from any other good or service in that respect. However, it isn't something that can be directly observed or measured.

So, the question is: how would one measure "demand of Americans to make overnight trips to BC"? While we can't directly observe demand, it is possible to measure the results of demand. After all, if a person really wants something and is willing to pay for it and it fits within that person's budget, that demand will translate into a purchase.

When looking at the demand for overnight travel from the US, there are many variables that might be considered appropriate. However, for the purposes of the discussion here, the number of "per capita overnight visitor entries to BC by US residents" will serve as a proxy. The reason that demand is specified in per capita terms is to control for the effect of an increasing population in the US without having to include it as a separate variable in the model.

Now, with a definition of demand for overnight travel in hand, it is important to explore possible variables that might drive demand. Fortunately, economic theory and intuition provide a basic outline on how to proceed. There are many factors that go into the choice to travel to a different country, but for the sake of simplicity it comes down to:

- the amount of money the average American has available (i.e., real personal disposable income per capita);
- the cost of transportation to BC from the US (i.e., a transportation "price index" for US residents travelling to BC); and
- the cost of travelling within BC relative to the cost of travelling within US (i.e., an exchange rate adjusted relative travel price index).

The extent to which each of these factors influences American overnight travel was tested using econometric analysis. The results are summarized below.

A modelling exercise

In a previous article, the demand for same-day travel was modelled in the context of an "error correction model". Using a similar methodology, demand for overnight travel will be investigated. Each of the variables is transformed by natural logarithms in order to allow the discussion to be in terms of percent changes.

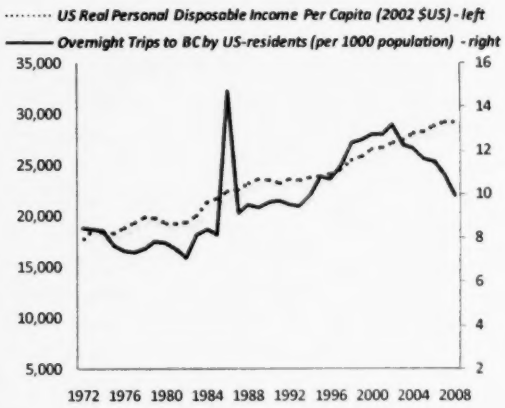
The novel feature and main advantage of employing this type of model is to divide the discussion into two parts. First, a "short-run" component, illustrating the dynamic relationship between past and present year-to-year growth rates of the variables making allowances for specific events or shocks. Second, a "long-run" component that presents the relationship without any such transient shocks that would wash out over a sufficiently long period of time. For ease of understanding, however, the focus will be on the long-term results.

Disposable income

It probably isn't surprising that income plays a role in the choice to travel. Travel expenditures are discretionary. When times are tough and disposable income is in short supply, it is unlikely that one would observe an influx of visitors. Conversely, when things are looking up, and there's a little more money, a potential American traveller is more likely to make travel plans that could include an overnight stay in BC.

Data for total disposable income earned in the United States is divided by the population to derive a disposable income per capita variable. Further, disposable income per capita has been adjusted for inflation using the "all-items" Consumer Price Index for the United States. The end result is real disposable income per capita. Again, real disposable income is presented in per capita terms in order to control for the rising population of the US.

Historically, the more money Americans have, the more likely they are to travel to BC



Data Source: US Department of Commerce & BC Stats

As expected, the model shows that an increase in US real disposable income per capita is positively related to overnight stays in BC by US residents. Specifically, the model suggests that, on average, a one percent increase (or decrease) in disposable income per capita results in about a two percent rise (or drop) in per capita overnight visits by Americans. This also confirms that overnight travel is a luxury and, as a result, is disproportionately sensitive to fluctuations in disposable income. Interestingly, it appears as though changes in per capita personal disposable income have less of an impact among overnight travellers than those that make same-day trips (where a one-percent increase in income resulted in a nearly five percent increase in demand for same-day visits).

Cost of transportation

Price plays a large role in any purchasing decision. If an item costs more than an individual is willing to pay for it, the item won't be bought by that person. Transportation from the US to British Columbia involves the purchase of different goods and services depending on how a potential visitor plans to travel to BC and includes such goods as gasoline (if driving) and services such as fares (if flying or taking a bus or ferry).

Therefore, a weighted average of price indexes related to these factors was calculated in order to create a rough "basket" of transportation goods and services relevant to transportation assuming that these costs are incurred in the United States. In other words, it is assumed that overnight visitors pay for their airline, bus and cruise ship tickets before coming to BC.

Are rising transportation costs related to the decline in the number of American visitors?

Data Source: U.S. Department of Labour & BC Stats

However, there is one exception. In order to take account of the fact that overnight visitors who arrive by automobile are likely to have to fill-up once they're in BC, gasoline has been treated differently in that it is assumed that most (80%) gasoline purchases will be made within BC ra-

ther than the US. The weighting of gasoline price changes was adjusted accordingly.

The model confirms that an increase in transportation costs results in a decrease in the number of per capita overnight visitors. However, the impact is considered quite small and only marginally statistically significant. In fact, the model suggests that on average, a one percent rise in transportation costs leads to a fifth of a percent drop (0.2%) in the volume of per capita overnight travellers.

This result also suggests that demand for overnight travel is markedly less susceptible to swings in the price of transportation than the estimated effect on the volume of same-day travellers which appeared to respond strongly (1.7%) to changes in the cost of transportation.

Relative prices

When making a choice to buy something, income and price of the item are important, but they aren't the only factors that affect one's decision. Purchasing decisions often include the price of some other good or service that might be a substitute for it. For the sake of simplicity, it is assumed that a potential traveller from the United States chooses between travelling to BC and travelling to a comparable location within the United States.

In order to capture this effect, composite price indexes for overnight travel expenses in BC and the United States were constructed. Taking a ratio of one to the other yields an index of relative price changes for overnight travel over time. This travel basket includes indexes for the cost of food, gasoline, airfares, accommodation and other modes of transportation.

Also, because the exchange rate between the Canadian and American currencies fluctuates, it seems appropriate to adjust this relative price change index by the exchange rate faced by Americans (Canadian dollars per US dollar). This exchange rate adjusted relative price change for travel can also be thought of as a real exchange rate or as a measure of the relative buying power that an American has while travelling in BC compared to travelling in their own country.

Buying power and overnight visits rise and fall over similar periods of time

Data Source: U.S. Department of Labour, Statistics Canada,

Bank of Canada & BC Stats

Interestingly, the behaviour of the exchange rate adjusted relative price index and per capita overnight entries are very similar. This makes intuitive sense. As Americans' relative buying power improves, so do the number of Americans that decide to cross the border into BC. Conversely, as relative buying power diminishes the volume of per capita overnight trips drops off.

The results of the model confirm this intuition, indicating that in the long-run, a one percent increase in American buying power leads to a slightly more half a percent (0.6%) rise in the number of overnight entries from the US. The fact that the response is less than the impulse, that is, a one percent change in buying power of Americans results in a less than one percent change in overnight stays, illustrates that BC and the US are so-called "imperfect" or "weak" substitutes for each other when it comes to overnight travel.

September 11, 2001

The terror attacks of September 11, 2001 have, in many ways, had lingering effects on policy when it comes to travel. In the case of same-day travel, same-day entries were in the midst of a downturn before the 9/11 attacks. Therefore it was assumed that 9/11 did not precipitate the dramatic decline in same-day trips and was instead considered to have merely exacerbated an already established downward trend.

Overnight stays are somewhat different in that the drop in per capita overnight trips only occurred after the September 11th attacks. Furthermore, given that nearly half of US residents who make an overnight trip to BC arrive via either plane or ship, modes of travel that have undergone a considerable amount of adjustment due to increased security requirements, it is assumed that September 11th is a persistent factor in the demand for overnight travel to BC over the period of time being considered. In other words, unlike the model for same-day travel, this model includes the assumption that there are two distinct periods: a pre-9/11 period and a post-9/11 period.

Despite the treatment of 9/11 as a potential permanent shift in the per capita volume of overnight visitors from the US, the results of the model are more or less in-line with what they were in the model for demand for same-day travel. That is, despite the fact that there is a slight negative relationship between the 9/11 attacks and the volume of per capita overnight stays, the effect is more or less negligible.

Other factors

There are other factors, such as certain significant events, that may affect year-to-year changes in demand for overnight travel in the short-run. These one-time transient events have been modelled to explicitly indicate that these events are shocks that produce temporary deviations from the "normal" level of the series.

Expo'86

Expo'86 lasted five and a half months and encouraged millions of American visitors to venture into BC. The effect that Expo'86 had on the volume of US overnight visitors can be seen in the near doubling (+81.2%) of American per capita overnight stays. The effect is considered transient because the very next year, entries had fallen by 37.9%. Therefore, a dummy variable has been introduced to account for the "spike" observed in overnight travel from US residents in 1986. Not surprisingly, the model confirms that Expo'86 was a significant event that positively impacted growth in same-day visitor entries for that year.

SARS/Iraq war

In 2003, *Severe Acute Respiratory Syndrome* or SARS was largely contained in the Toronto area, but wide-spread concern, a World Health Organization travel advisory and a flurry of media attention around the disease affected travel to the whole of Canada, including BC. Also at this time, the conflict in Iraq began and uncertainty following the invasion may have also contributed to a decline in demand for overnight travel. Therefore, a dummy variable was introduced to take into account the events of 2003. This dummy variable takes a value of one in 2003 and a value of zero elsewhere. Doing this allows the model to determine whether or not 2003 was in any way different from the data in the years before or since then. While the model confirms that these events did have a significant negative impact on the number of per capita overnight travellers from the US, it isn't possible to divide the effects of one event from the other.

Other features of the model

Given the framework of the model, another result of the model captured by the short-run component is a "speed of adjustment term." The coefficient of this term illustrates the speed at

which "shocks" that drive the relationship out of balance are absorbed as the variables revert back to their long-run relationship.

According to the current model, the effects of a given shock to income, the real exchange rate or transportation costs, would compound year after year and would never fully be absorbed. In fact, this model suggests that the model would over-correct for any shock to one of the long-term variables. This may suggest that the relationship between the variables in the model is unstable. While this result opens the discussion for deeper investigation, addressing this particular issue is beyond the scope of the current article. That said, given that these series have indeed been found to possess a long-run relationship does not invalidate the statistical results of the long-term component of the model.

Conclusion

In this article, a model of demand for overnight travel to BC by Americans was constructed. This model accounts for the fact that there exists a statistically significant long-run relationship that is expressed by per capita overnight visitor entries from the US as a function of real per capita disposable income, the real exchange rate between Canada and the US and the cost of transportation to BC. The model also includes a short-run component that attempts to capture the effects of events such as Expo (1986), the 9/11 attacks (2001-present) and SARS/Iraq war (2003).

Some assumptions made may affect the results obtained. As was the case with the results from the same-day travel demand model, an implied assumption is that there is a single long-term relationship and that the relationship is unbroken. While there is statistical evidence to suggest a single long-run relationship, the tests used are known to have less than optimal power and the empirical results related to the speed of adjustment parameter illustrate that this assumption may require further investigation.

Other factors could also play a role in either the long-run or short-run relationships considered here. New rules for travel, including more stringent security checks at the border, potentially longer wait times and adoption of the *Western Hemisphere Travel Initiative* have likely also affected demand for same-day travel. However, these factors are not easily measured, and for that reason have been excluded from the current analysis.

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Appendix: Methodology and Model Results

Cointegration results

Using the Engle and Granger (1987) method to test for and model the presence of a cointegrating vector between the variables, each of the series considered part of the long-run relationship were subjected to *Augmented Dickey-Fuller* (ADF) tests for unit roots. Each series were found to contain a unit root process in the levels, but not in the first difference, leaving them all integrated of order one, $I(1)$.

Null Hypothesis: unit root

Variable	p-value
$ve2_t$	0.33
pdi_t	0.96
$rp2_t$	0.51
$tc2_t$	0.93

Following auxiliary regression of the number of same-day entries ($ve2_t$) on real per capita disposable income (pdi_t), the real exchange rate ($rp2_t$) and transportation costs ($tc2_t$), residuals (v_t) from this series were obtained and an ADF test was performed on them. Supporting a hypothesis of a unit root would suggest that there is no cointegration (*i.e.*, no long-run equilibrium).

Null Hypothesis: unit root

Variable	p-value
v_t	0.00

Rejecting the hypothesis of a unit root in the residuals, we can consider these results indicative of a long-run equilibrium relationship that can be exploited through the use of a one-equation error correction model with variable lags and one cointegrating vector.

The long-run cointegrating equation in the levels is given by:

Dependent variable: $\ln ve2_t$

Regressor	Coefficient	Standard Error	t-ratio
$\ln pdi_t$	1.68	0.32	5.26
$\ln rp2_t$	0.64	0.10	6.14
$\ln tc2_t$	–0.23	0.11	–2.05
constant	–23.647	3.06	–7.71

The corresponding conditional error correction model is given by:

Dependent variable: $\Delta \ln ve2_t$

Regressor	Coefficient	Standard Error	t-ratio
v_{t-1}	1.59	0.17	NA
$\Delta \ln ve1_{t-1}$	0.20	0.07	2.82
$\Delta \ln pdi_t$	1.85	0.59	3.16
$\Delta \ln pdi_{t-1}$	–1.84	0.76	–2.41
$\Delta \ln rp1_{t-1}$	0.26	0.16	1.66
$\Delta \ln rp1_{t-2}$	–0.27	0.12	–2.18
$\Delta \ln tc2_t$	–0.25	0.15	1.65
$\Delta \ln tc_{t-1}$	–0.22	0.16	–1.38
$d_{expo\,86}$	0.31	0.03	11.56
$d_{sept\,11}$	–0.03	0.02	–1.32
$d_{SARS/Iraq}$	–0.10	0.01	–6.77

$\bar{R}^2 = 0.96 \quad \hat{\sigma} = 0.033 \quad AIC = -3.70 \quad SBC = -3.22$

$\bar{R}^2$ is the adjusted squared multiple correlation coefficient, $\hat{\sigma}$ is the standard error of the regression, *AIC* and *SBC* are the *Akaike's* and *Schwarz's Bayesian Information Criteria*.

Diagnostics

Although not all of the regressors in the error correction model are significant, there is no evidence of serial correlation or heteroskedasticity. Given the unstable nature of the error correction term, it may be fruitful to explore different specifications. However, additional variables require additional data in order to ensure statistical relevance. It may also be advantageous to examine the data in the context of a restricted vector error correction model (VECM).

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BC at a glance . . .

POPULATION (thousands)	Jul1/2009	% change on one year ago
BC	4,455.2	1.6
Canada	33,739.9	1.2
GDP and INCOME (Revised Nov 9)		
(BC - at market prices)	2008	% change on one year ago
Gross Domestic Product (GDP) *($ millions)*	197,931	3.3
GDP *($ 2002 millions)*	164,520	0.0
GDP *($ 2002 per Capita) (reflects revised pop)*	37,529	-1.7
Personal Disposable Income *($ 2002 per Capita)*	25,931	3.2
TRADE ($ millions, seasonally adjusted)		% change on prev. month
Manufacturing Shipments - Dec 2009	2,690	-2.3
Merchandise Exports - Dec 2009	2,130	4.6
Retail Sales - Dec 2009	4,630	0.1
CONSUMER PRICE INDEX	% change on	12-month avg
(all items - Jan 2010)	one year ago	% change
BC	0.7	-0.1
Vancouver	1.0	0.1
Victoria	0.5	0.0
Canada	1.9	0.4
LABOUR FORCE (thousands)		% change on
(seasonally adjusted)	Jan 2010	prev. month
Labour Force - BC	2,481	0.3
Employed - BC	2,281	0.5
Unemployed - BC	201	-1.7
		Dec 2009
Unemployment Rate - BC *(percent)*	8.1	8.3
Unemployment Rate - Canada *(percent)*	8.3	8.4
INTEREST RATES (percent)	Feb 24/2010	Feb 25/2009
Prime Business Rate	2.25	3.00
Conventional Mortgages - 1 year	3.60	5.00
- 5 year	5.39	5.79
US-CANADA EXCHANGE RATE	Feb 24/2010	Feb 25/2009
(avg. noon spot rate) Cdn $ per US $	1.0550	1.2556
(closing rate) US $ per Cdn $	0.9488	0.7971
AVERAGE WEEKLY WAGE RATE		% change on
(industrial aggregate - dollars)	Jan 2010	one year ago
BC	812.32	1.6
Canada	814.06	1.2

SOURCES:

Population, Gross Domestic Product, Trade, Prices, Labour Force, Wage Rate } Statistics Canada

Interest Rates, Exchange Rates: Bank of Canada Weekly Financial Statistics

For latest Weekly Financial Statistics see www.bankofcanada.ca

British Columbia Wage & Salary Survey

In 2009, the first-ever Wage and Salary Survey was completed by the BC Government. This survey provides up-to-date wage and salary information on part-time and full-time wages, hours of work, hiring difficulties, and vacancies for 121 of the province's most common occupations. In B.C.'s three largest economic regions (Vancouver Island/Coast, Mainland/Southwest, and Thompson/Okanagan), the top 100 occupations were targeted, and in the five remaining regions (Kootenay, Cariboo, North Coast, Nechako, and Northeast), the top 35 occupations were targeted.

www.bcstats.gov.bc.ca/data/lss/labour/wage/

Historical Census Profiles

We have added 1986 Census Profiles to our site. This series of profiles is for development regions, regional districts, municipalities, and unincorporated areas. Recently we added detailed profiles for development regions, regional districts, municipalities, unincorporated areas and Indian reserves from the 1996 and 1991 censuses. Registration is required for access.

www.bcstats.gov.bc.ca/census.asp

Aboriginal Peoples Profiles - BC

Province-level profiles have been added to this series. These profiles provide comparisons of the socio-economic conditions of the Aboriginal populations as well as profiles of Aboriginal groups such as First Nations, Métis, and Status Indians using data from the 2006 Census.

www.bcstats.gov.bc.ca/data/cen01/abor/ap_main.asp

Released this week by BC Stats

- Current Statistics, February 2010
- Quarterly Regional Statistics, 4th Quarter 2009

Next week

- Business Indicators, February 2010
- Tourism Sector Monitor, February 2010

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